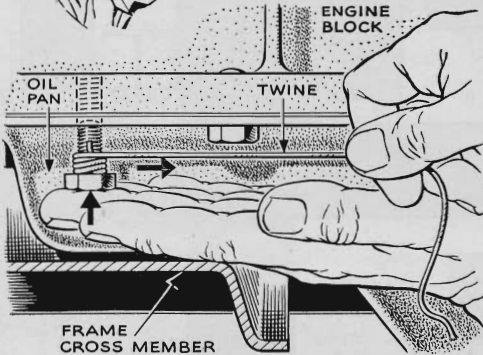
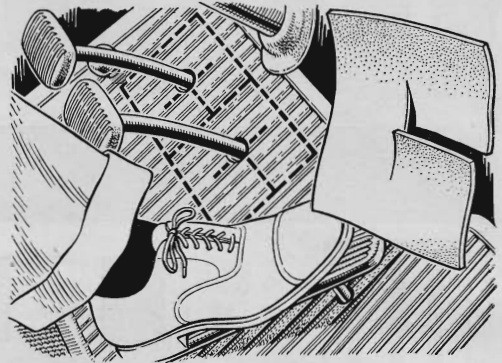




## Hints from the Model Garage



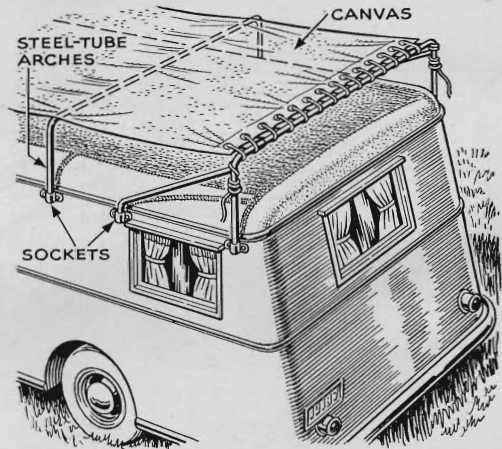
**Twine Starts Bolts.** Ben H. Clare, of Wellsville, Mo., suggests you use twine the next time you have to start a bolt in a hard-to-get-at spot. Wrap the bolt with twine, hold it in place with a finger or screwdriver and pull the twine. Sometimes it may be necessary to taper the end of the bolt.



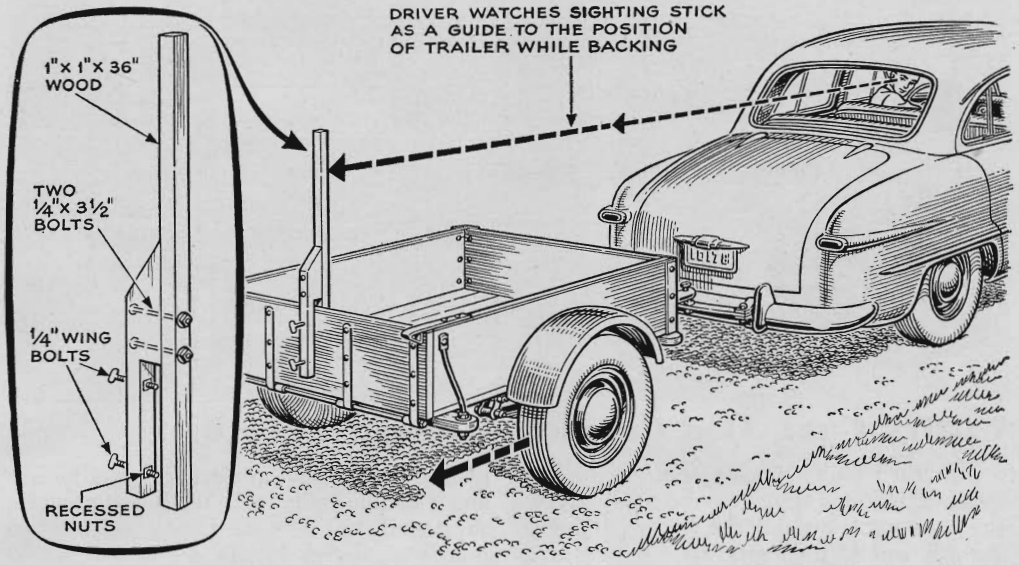
**Floor Pads Stop Drafts.** Wind that blows in around the shafts of the clutch and brake pedals can be stopped by pieces cut from an old inner tube or step pad. F. W. Marasco, of McKeesport, Pa., writes that it isn't necessary to secure the slit pieces if you cut them large enough.



**Keep an Auto Log.** Adapt the idea of the airplane flight log to your car. Plane owners keep a careful record of engine checks and repairs, among other things. Put a notebook in the glove compartment and record lubrication, servicing, and overhauls. A date and mileage record of performance troubles, unexplained noises, or the like is often a source of clues for trouble shooting. A log also gives you a record of expenses.

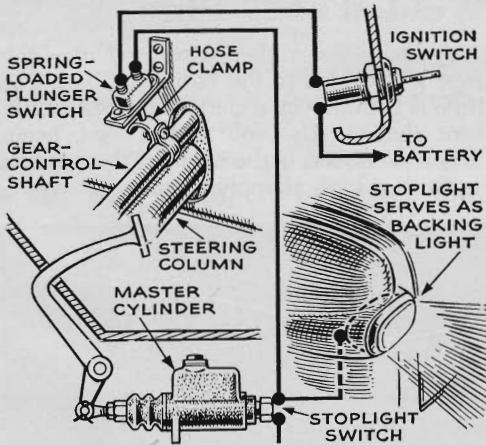


**Awning Shades Trailer Roof.** The interior of a parked trailer often becomes unbearably hot when the summer sun beats directly on it. To remedy this condition, A. V. Malone, of Los Angeles, built the shade shown above. It's canvas stretched over steel tubes that fit into sockets on the trailer. Mounted about 12" above the roof, it has open sides for air circulation, lowering the inside temperature 10 to 20 deg.

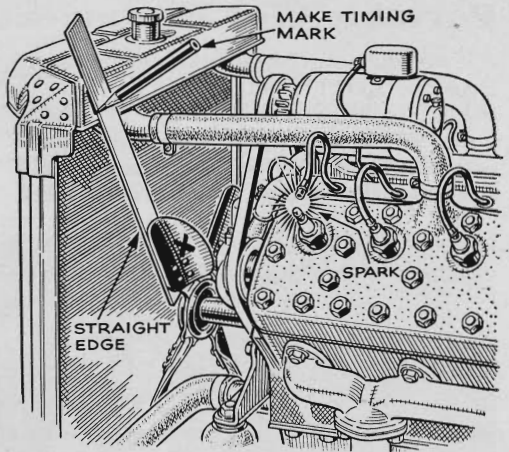


**Guide for Backing Trailer.** Anyone who has ever backed a two-wheel auto trailer will appreciate this simple guide to its direction, suggested by Ralph S. Wilkes, of Keuka Park, N. Y., the directional guide is an upright hardwood stick about 1" square

by 3' long and a clamping device. If you can't buy the wing bolts, make your own by heating the heads of  $\frac{1}{4}$ " or  $\frac{3}{8}$ " machine bolts and flattening the heads with a hammer. The nuts are set into square recesses chiseled in the wood.



**Light for Backing Car.** F. W. Atwood, of Danvers, Mass., wired his stoplight so it serves also as a backing light. He mounted a spring-loaded switch on the firewall and a hose clamp on the shifter rod. Shifting into reverse turns on the stoplight. It's wired through the ignition so the car can be left parked in reverse. The motor can be started without the key (with shift in reverse and brake on), but this does no harm.



**Ignition Timing Kink.** Here's an easy method, writes H. W. Mills, of Albion, Ill., for checking the timing of a car with a direct-drive fan. Slowly crank the engine with the ignition on after disconnecting No. 1 spark plug. When you get a spark, use a straightedge on a fan blade to mark a spot on the radiator. Also identify the fan blade as well. This is mainly useful if one mark is made when the timing is just right.